

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4850

號三十月四年一十三緒光

FRIDAY, MAY 26, 1905.

五拜禮

號六廿月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. NEW YORK.
NAGASAKI. HONOLULU.
YOKOHAMA. SHANGHAI.
SAN FRANCISCO. NEWCHANG.
BOMBAY. MUMBAI.
TIENTSIN. PORT ARTHUR.
PEKING. CHEFOO.
KOBE. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

TAKAO TAKAMICHI,
Manager.

Hongkong, 23rd May, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND
Sterling Reserve \$10,000,000
Silver Reserve \$8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.
A. H. H. Esq., Deputy Chairman.
Hon. C. W. Dickson, Esq.
R. Goets, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. Salinger, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL—Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow,
Tientsin, Tsingtau, Tsimanlu.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1905. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED GOLD \$10,000,000
CAPITAL PAID-UP GOLD \$ 3,250,000
RESERVE FUND GOLD \$ 3,250,000

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.
UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Voeux Road,
Hongkong, 26th May, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per annum Fixed Deposits for 3 months.

4 1/2 " " " 6 " "

5 " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$800,000
RESERVE FUND \$875,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " 6 " " 3 1/2 "

" " " 3 " " 3 "

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [24]

ALL SUFFERERS

FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system

and act also as a First-class Tonic.

IN BOTTLES, \$1.50.

THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,

Hongkong.

Hongkong, 28th March, 1905. [23]

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MUJI and KOBE. (Passing through the Inland Sea.)

SHANGHAI. (Nubia) About 2nd June. Freight and Passage.

LONDON, &c. (Malta) June 3rd, Noon. See Special Advertisement.

For Further Particulars, apply to

Hongkong, 20th May, 1905.

L. S. LEWIS, Acting Superintendent.

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

BRITISH MADE COOKING STOVES

"THE DOVER"

No. 8 \$50.00 No. 9 \$65.00

WROUGHT STEEL ENAMELLED SAUCEPANS

will not CHIP or CRACK in use

2 3 4 5 6 7 8 10 12 16 PINTS

\$1.00 1.10 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 EACH.

TIN JELLY MOULDS.

A LARGE VARIETY FROM 60 CENTS EACH.

FOOT BATHS from \$4.00

TOILET CANS 2.50

BLOCK TIN TEA & COFFEE POTS 1.00 each

MILK SAUCEPANS \$2.25 & 3.00

"GEM" ICE CREAM FREEZERS

2 4 6 8 QUART

\$6.50 10.50 12.50 16.50 EACH.

RODGERS' TABLE CUTLERY.G

ELECTRO PLATED FORKS, SPOONS, ETC.

LANE, CRAWFORD & Co.

Hongkong, May 11th, 1905. [34]

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of
URIC ACID such as Rheumatism and Rheumatic Gout consumers
are benefited by drinking the water, it being a perfect alkaline corrective.
It mixes well with Wines and Spirits without in any way destroying the
flavour.

Telephone

No 76.

Sole Agents for Hongkong—

CALBECK, MACGREGOR & CO.,
16, Queen's Road.

Hongkong, 28th April, 1905. [17]

E. C. WILKS & Co.,

CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,

RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness.
Estimates cheerfully given.

OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.

Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.,
W. H. ALLEN & SONS' ENGINEERS, BEDFORD.
H. W. JOHN'S CANADIAN ASBESTOS GOODS.

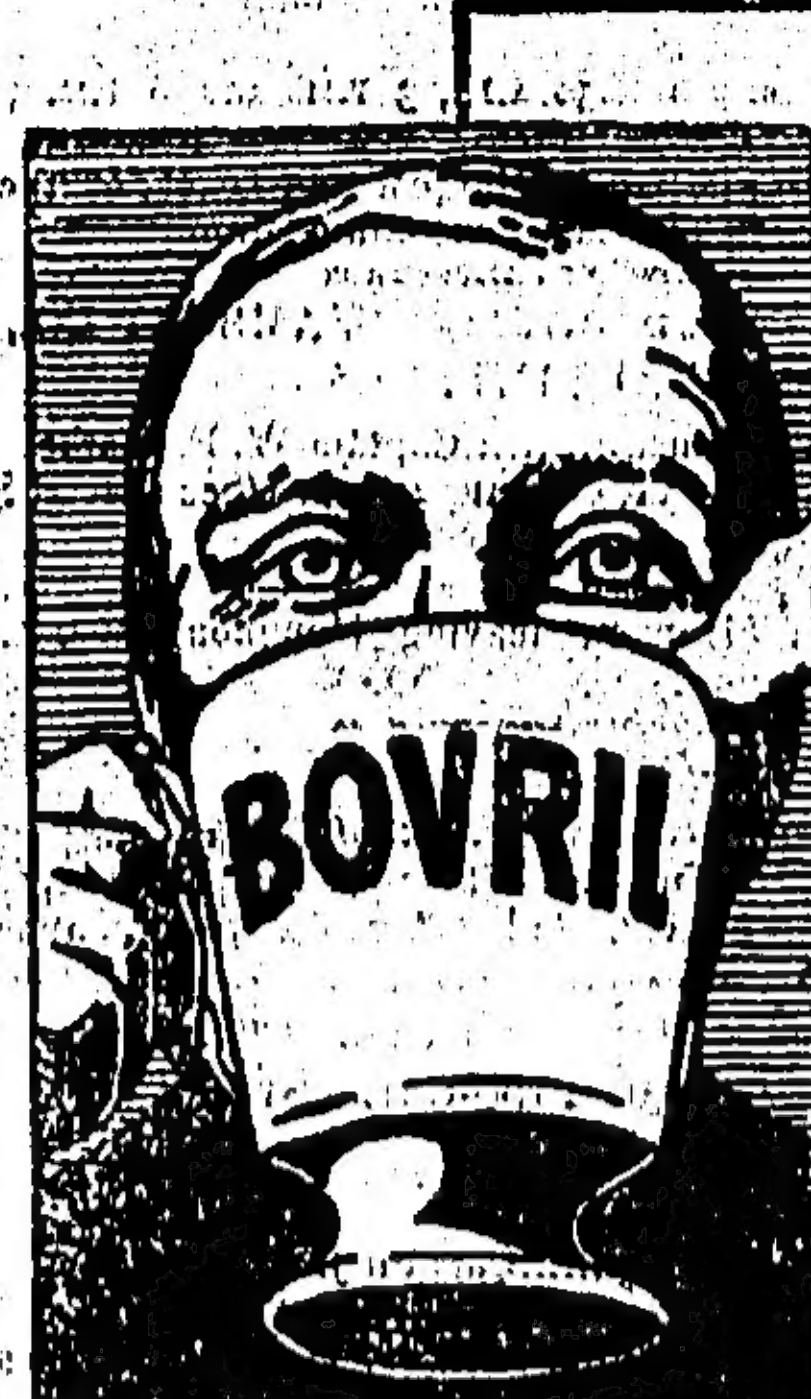
Cable Address: "MARINEWORK" Hongkong.

Telephone No. 158.

11, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [20]

Intimations.



The best
oil for the
hinges of
friendship.

57]



PURE AND CHEAP

California Riesling - - \$6.50 per Dozen Quarts

Do. Do. - - 3.75 " " Pints

Do. Hock - - 6.50 " " Quarts

Do. Do. - - 3.75 " " Pints

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 19th May, 1905. [36]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904

[39]

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Acting Manager.

Hongkong, 7th February, 1905.

MACAO HOTEL,

SITUATED IN THE CENTRE OF THE PRAYA GRANDE, FACING THE SEA.
Undoubtedly the Coolest Spot in Macao.

The only building in the City Electrically Lighted.

WATER PAVILION AND KIOSK.

MILITARY BAND EVERY SATURDAY DURING THE SUMMER.

SEA BATHING.

GOLF LINKS.

MODERATE RATES FOR FAMILIES.

Important Notice:

Rooms are being rapidly booked for the Summer Months and early application is necessary.
Macao possesses all the advantages of a trip to Japan at half the expense.
"Macao, the Gem of the Orient Earth."

[77]

WM. FARMER, Proprietor and Manager.

HOTEL CRAIGIEBURN,

Plunkett's Gap, the Peak, near the Tram Terminus, Tel. 58.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905.

[48]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON

J. W. OSBORNE,

Proprietor and Manager.

Intimations.

WM. POWELL,
LIMITED.

—ALEXANDRA BUILDINGS—

LADIES'
DEPARTMENT,

**A LARGE
AND
VARIED STOCK
OF THE
NEWEST
DRESS
MUSLINS
AND
WASHING
FABRICS.**

**PRETTY
BATHING
DRESSES
AND
CAPS.**

**CHILDREN'S -
DEPARTMENT.**

**NEW
WASHING
HATS.**

**PITH
HATS.**

**BOYS' & GIRLS'
SANDALS.**

SUITS.

**DRESSES
AND
BATHING
COS-
TUMES.**

&c., &c., &c.

INSPECTION INVITED.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 22nd May, 1905.

Intimations.

THE "STAR" FERRY COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the SEVENTH ANNUAL ORDINARY MEETING of the Company will be held at the City Hall, T. MORROW, the 27th instant, at 12.15 P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 30th April, 1905.

The REGISTER OF SHARES will be CLOSED from SATURDAY, the 26th instant, to SATURDAY, the 27th instant, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 26th May, 1905.

HONGKONG HIGH LEVEL TRAMWAYS
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings on SATURDAY, the 3rd of June, at Noon, in accordance with Article 101 of the Company's Articles of Association for the purpose of considering the desirability of the dissolution of the Company and for the purpose of passing the following Resolutions, viz.:

1. That it is desirable that the Company may be dissolved and that it be wound up voluntarily.
2. That the General Managers be and they are hereby appointed Liquidators.
3. That the Liquidators be and they are hereby authorised to consent to the registration of a New Company to be named the "PEAK TRAMWAYS COMPANY, LIMITED" with a Memorandum and Articles of Association which have been prepared with the approval of the Consulting Committee of the Company.
4. That the Liquidators be empowered to sell to the "PEAK TRAMWAYS COMPANY, LIMITED" the undertaking of this Company at the price of \$200 per share either in cash or shares of the "PEAK TRAMWAYS COMPANY, LIMITED" at the option of Shareholders of this Company and to enter into all necessary agreements to that effect.

Should the above Resolutions be passed by the requisite majority they will be submitted for confirmation at special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated 22nd May, 1905.
JOHN D. HUMPHREYS & SON,
General Managers.

CANTON CUSTOMS.

LOCAL NOTICE TO MARINERS.

No. 73.

TAISHEK BARRIER.

NOTICE is hereby given that two BEACONS will shortly be placed to mark the Northern edge of the Channel now being dredged across the TAISHEK BARRIER. As soon as this area has been cleared to a depth of 10 feet at Low Water of Spring Tides, the dredger will commence work in the channel now used by shipping, and vessels will then be required to use the new channel; which will be marked as follows:

Two Beacons each bearing a Red shape and showing a Red light by night will mark the Northern edge of the channel.

Two Beacons, each bearing a Black shape and showing a Green light by night will mark the Southern edge of the channel.

Vessels will know that the old channel across the Taishek Barrier is closed to them when they see that the dredger is at work there, and that the shapes have been removed from the Taishek Beacons and have been placed on the Beacons marking the newly dredged channel.

Vessels are required to go at slow speed when approaching the Barrier and to take every precaution.

J. HOWELL MAY,
Harbour Master.

Approved: F. J. MAYERS,

Acting Commissioner of Customs.

Custom House,
Canton, 22nd May, 1905.

[588]

THE FAMOUS *Mad* *Razor*

SHARP LITTLE SHIVER

WEIGHT LESS THAN 3 OUNCES.

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vaux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904.

[63]

ESPECIAL OLD TOM GIN.

Marshall and

Elvy's

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904.

[59]

ADMIRAL TOGO AS A YOUTH.

The Rev. A. D. Capel, M.A., contributes to the *Strand Magazine* the following interesting sketch of Admiral Togo's days in England. Some two or three years after the revolution which restored the Mikado of Japan to their former power a considerable number of youths were sent to Europe and America to learn Western languages, customs, and manners. These were distributed over the different countries, some at schools and others elementary training establishments, while others were sent to private tutors. Of these last three or four were sent to Cambridge, of whom one was sent to me, another to a brother clergyman who is now a dignitary of the Church, and the other two, if there were two, of which I have some doubt, to other private tutors. The youth sent to me was Heihachiro Togo, known now to all the newspaper-reading folk in all the world.

When Togo came to me he spoke but very little English, and two huge quarto dictionaries, with which we conversed, became a regular adjunct at the table at dinner and other meals. If a word was used which he had not heard, or something he had not seen appeared on the table, I showed him the word in the English-Japanese dictionary, and he would look out the word in the other volume, where he would find a fuller description of the thing in question.

His progress in English during the time he was with me was by no means great, but owing to his illness, of which I shall have to speak later, his stay with me was only one of two or three months. In these months, however, few as they were, he made rapid strides in elementary mathematics, about which we were soon able to converse with a fair amount of ease; whereas in the ordinary conversation of everyday life he seemed to have great difficulty, and this must have lasted for some time after he left me, as shown by his letters to my wife.

But it is rather of the youth himself, than of him as a student, that I wish to speak. As I said at the beginning of this article, he, with many others, came to learn Western manners. Whilst he was in my house I was constantly urging my pupils and others to learn Eastern manners. He had, I thought then, and I think now, more consideration for the feelings of his fellows than anyone I have ever had much to do with. On two occasions, which I remember vividly, he was certainly annoyed, but, at the same time he showed no resentment. One of my pupils had copied us well as he could on a post-card some Japanese writing and sent it to him, without having an idea of what it was supposed to mean. When the postman brought it Togo looked at it and at first was evidently puzzled, but after a time realised it was a hoax and threw it away with the one word, "Silly." A small son of mine, whose only idea of Japanese was that they were all wonderful acrobats, was the other cause. About the time that Togo lived with me there was, as many will recollect, a celebrated troupe of Japanese jugglers, including a wonderful boy who was called "All Right." My boy was very anxious as to whether he knew him. He was certainly, for the moment, vexed; but succeeded in explaining that jugglers and public entertaining belonged to a different class of society, and that therefore he knew nothing about little "All Right," or of any of his companions.

One of the most striking features in his character was his love of children and his excessive kindness to them. One day, on entering the room where he was amusing two of my little girls, one of them greeted me with shouts of "Look, look, papa! Look at my fly!" On following her eyes I saw a little piece of paper moving about the room, and on further investigation I found, to my intense astonishment, that this little piece of paper, on which I eventually found written "Ella's Fly," was attached by a hair of her own head to a fly. This Togo presently caught, and most deftly—so clever was he with his fingers—removed the hair from the fly, which flew away seemingly none the worse for its semi-captivity.

As I hinted before, while with us he had a very serious attack in his eyes, which necessitated very stringent and painful measures to cure; in fact, so harsh were the methods necessary that on more than one occasion my wife found out that he had had no sleep whatever during the night. His patience and quiet endurance of all this suffering were quite a revelation to us. Had I not had this personal acquaintance with the way in which Japanese can endure and bear, I should almost have doubted the truth of many of the stories told of them during this present war, whereas with the remembrance of Togo so indelibly printed on my memory I could believe them all.

When he was with me he had, so far as I could understand, no intention of becoming a sailor. One day I asked him what he was thinking of being, when he said he was going to be a sailor on dry land, which after many questionings, to say nothing of references to the big dictionaries, we discovered to mean that he hoped to go into the office which would correspond with our Admiralty.

Owing to his illness, however, I had, to my great disappointment, to lose him as a pupil. The leading surgeon of Cambridge, whom we felt constrained to call in to consult with our family practitioner, felt it his duty to tell me it would be cruel to keep him in Cambridge, so I wrote to the Embassy, who removed him to Portsmouth, or its neighbourhood, from where he went to join the "Westminster."

During his stay at Portsmouth he wrote my wife a few short letters, which, in his ignorance of English, were most funny expressed and even addressed. I have no doubt these letters are most carefully preserved somewhere, but I cannot lay my hand on them. One sentence I can quote as a specimen of many others of the same kind. Writing of his progress in English, he says: "I shall be conversational to understand when next we meet."

When he was with me he always went to the church where I was officiating, as he liked to hear the singing and to follow the service

with a Prayer Book, but I was distinctly given to understand that no proselytising was to be attempted.

I know that my admiration for my Japanese pupil was very much what was experienced by the other tutors in Cambridge who had received Japanese students into their houses for their pupils. The two tutors that I knew both spoke of them in the highest terms.

I shall ever have the most pleasing recollections of the kindness, the thoughtfulness, and, above all, the marvellous patience of Heihachiro Togo. Little indeed did I think that I had under my care one who was destined to make history that all the world would read, not only now, but in distant ages.

Auctions.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,

VALUABLE LEASEHOLD PROPERTY,
situate at Caine Road, Victoria, Hongkong,
ON

THURSDAY,

the 1st June, 1905, at 3 P.M.,

BY

Mr. GEO. P. LAMMERT, Auctioneer,

at his Sales Rooms, Duddell Street.

THE Premises are Registered in the Land Office as Section A of Inland Lot No. 423 and Section A of Inland Lot No. 523 with the Messuage and Buildings thereon, known as "DINDER," No. 51, Caine Road, and contain in the whole 29,138 square feet and are held from the Crown for the residues of the respective terms of 999 years. Annual Crown Rent \$76.65.

For further particulars and conditions of sale, apply to—

EWENS & HARTSON,

Solicitors for the Mortgagee,

or to

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 25th May, 1905.

[594]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have been instructed to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 5th June, 1905, at 2.30 o'clock in the afternoon, at their Auction Room, No. 8, Des Vaux Road (corner of Ice House Street)

THE

VALUABLE LEASEHOLD PROPERTY,

which is intended to be registered in the Land Office as

SUBSECTION 1 OF SECTION N OF MARINE LOT

NUMBER SEVENTY-ONE, IN ONE LOT.

This Property comprises Nos. 84, 86, 88, & 90, Ko Shing Street, Victoria, Hongkong.

Particulars and Conditions of Sale may be obtained from the Vendors' Solicitors,

Messrs. DEACON, LOOKER & DEACON,

1, Des Vaux Road Central,

and also from the Auctioneers.

Hongkong, 22nd May, 1905.

[593]

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Consignees.

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"ABERLOUR."

Captain Barrett, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st June, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 25th May, 1905.

[592]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 o'clock THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 30th instant, at 9.30 A.M.

All Claims must reach us before the 5th of June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 24th May, 1905.

[591]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP

AND LONDON.

THE Steamship

"MONMOUTHSHIRE."

Captain G. E. Warner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,

Agents.

Hongkong, 23rd May, 1905.

[586]

PORTLAND AND ASIATIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

S.S. "ARABIA,"

FROM PORTLAND (OR.), YOKOHAMA,

Kobe and MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 20th May, 1905.

[592]

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

**WINE AND SPIRIT
MERCHANTS.**

ALEXANDRA BUILDINGS.

SHERRY.

The following Brands are recommended
as high-class Wines of superior quality.

- Per doz.
- B. SUPERIOR PALE DRY, Dinner
Wine, Green Seal Capsule \$12.00
- C. MANZANILLA, PALE NATU-
RAL SHERRY, White Capsule 13.50
- CC. SUPERIOR OLD PALE
DRY, NATURAL SHERRY,
Red Seal Capsule 16.00
- D. VERY SUPERIOR OLD PALE
DRY, Choice Old Wine, White
Seal Capsule 18.00
- E. EXTRA SUPERIOR OLD
PALE DRY, Very Finest (Qual-
ity old bottled), Black Seal
Capsule 27.00

"D." AND "E." ARE FAVOURITE
WINES ALL OVER THE FAR EAST,
AND ARE SPECIALLY RECOM-
MENDED.

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.
Hongkong, 26th May, 1905.

**WINE
AND
SPIRIT MERCHANTS,**

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. POWELL & Co.'s old premises).

CHAMPAGNES.

- Per Case.
- Perinet & Fils, Rheims,
Cuvée reserve... quarts \$51.50
- " " " " " pints 56.60
- Perinet & Fils, Rheims,
First Quality ... quarts 44.00
- " " " " " pints 49.00
- Comte de Monte Christo ... quarts 20.00
- " " " " " pints 22.50
- Chateau Ponsic Fleurie ... quarts 39.00
- " " " " " pints 44.00

N.B.—All our Champagnes will be found
equal to the best.

N.B.—All our Wines and Spirits are bottled at
home, thereby ensuring to our Customers
all the advantages accruing from bottling
done at home under the direct supervision
of the Growers and Distillers as compared
to bottling done in China by Chinamen
at the service of European Firms.

Hongkong, 24th December, 1904.

BIRTH.
On May 22nd, 1905, at 35, Wong-nai-chong
Road, Hongkong, the wife of WALTER N.
FONG, President of the Li Shing College, of a
son, CHESTER LAWRENCE. [596]

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 26, 1905.

THE GOVERNOR'S ADDRESS.

The address which His Excellency the Governor delivered to the members of the Legislative Council yesterday afternoon proved to be unusually interesting, and afforded some indication of the steady progress which is being made by the Government in the development of the Colony. The most difficult question dealt with—difficult because it is hedged round with intricate calculations and influenced by personal considerations—was that in relation to the Post Office vote. The matter has been under discussion for some years now, but it does not appear that Hongkong has benefited very much from the lapse of time. The question at issue was what proportion of the mail subsidy should be paid by the Eastern Colonies, which included Hongkong. The authorities at the Imperial Post Office proposed that because an equal division of the entire cost was not longer equitable, the cost of the service should be divided into sections, and under that scheme Hongkong was liable for the maintenance of the service between Singapore and Hongkong. The matter was first referred to Lord Morley, whose award was the subject of arbitration before Lord Balfour of Burleigh. The result of the lengthy proceedings is that Hongkong has to pay £16,933 as arrears and an annual contribution of £12,528. It was at one time believed, apparently, that Hongkong would also be responsible for the section—Hongkong-Shanghai; but the Imperial Government has agreed to be liable for the cost of that division. It will therefore be clear how fortunate Shanghai is compared with Hongkong, and if "they do things so very cheaply," as the Colonial Secretary remarked, the fact that they save over £10,000 a year in mail subsidies is a sufficient explanation of the fact. Of the other questions which were referred to by His Excellency, importance will attach to the provision which is proposed to make for the registration and conveyance of land in the New Territories. But the main point which will appeal to the community is the result of the negotiations with Peking for an agreement to work, jointly, a railway from Kowloon to the frontier of the New Territories, there connecting with a line from Canton. It is satisfactory to all concerned that the negotiations which have taken place between the Colonial Office and the Chinese Government have arrived at a successful conclusion, for there can be no doubt the projected line will prove of vast benefit not only to the people of Hongkong and Kowloon, but also to those scattered throughout the New Territories, and to Canton. The Canton-Hankow railway is still a vision in the ether, but in the case of the Kowloon line the surveyors are actually on their way out from England to locate the line so far as it will run through British territory. The Governor referred briefly to the methods in force for dealing with destitute Europeans. There is a very vexed question behind these methods. It is proposed to deal more rigorously with the destitute; their life at the House of Detention is supposed to be too luxurious; and they are to be banned the Colony. In the case of those who become destitute through unforeseen circumstances, and remain destitute as the result of their own laziness, they deserve to be treated as rigorously as the ordinary "sturdy vagabond." But the difficulty will be to distinguish between the deserving and the undeserving. Whether the law can be made sufficiently strict and at the same time sufficiently elastic to meet special cases is a matter for the legal adviser of the Government. It is at any rate too early to deal with the question until its effects in practice are realised. His Excellency referred to the war, and said that the Government would adhere rigidly to the proclamation of neutrality issued in February last year; but curiously enough His Excellency made no allusion to one of the results of the war, the imprisonment of merchant sailors who refused to proceed to Japan on the ground that they feared capture and imprisonment by either one or other of the belligerents. Seeing that the question was dealt with directly by the Secretary of State, and that the men were released on an order from the Governor, it might have been anticipated that some reference would have been made to the subject at the Legislative Council, but the members were left to form their own conclusions. On the whole, however, the address was full of stimulating matter and worthy of attention by the community generally.

BALTIMORE ON THE YANGTSE.

The telegram which we publish to-day from our Shanghai correspondent leaves a great deal to the imagination. The fact that nine vessels presumably of the Baltic fleet should have had the temerity to proceed up the Yangtse as far as Woosung, would seem to indicate a fearlessness and sangfroid which few have attributed to the units of the Russian fleet. It has been suggested locally that it is utterly improbable that the vessels went as far up the river as Woosung, because if they did so it would have been necessary to secure the services of pilots. The suggestion is that they were seen from the lighthouse of the Satyrs, and news was sent to Woosung. But that is, of course, not the real point of the telegram. Readers will ask themselves the question—What could have induced the cruiser, colliers and Volunteer Fleet ships to call in at the Yangtse? It is not as if the fleet were safe from Japanese attack. Once past Shanghai, or even in the vicinity of the northern settlement, the Russians are in Japanese waters, liable to attack at any moment. The very fact that a Russian cruiser had called at the Yangtse would set the Japanese navy on the trail, and sound a warning note to the fleet to prepare for the naval battle which everybody's note or less expects. Is it likely that Rodjstvensky and his men, after safely negotiating the Straits, lingering around Indo-China, and calmly stocking their vessels with necessities, would foolishly proclaim to the Japanese their whereabouts? It was being suggested that the visit is a ruse to lead Togo to believe that his rival is near Shanghai, so that he would desert the safe channel to Vladivostok and leave it open to the wily Rodjstvensky. But that is just a trifle too good to believe. Togo is too old a bird to be caught by chaff, and a ruse of that character would be too simple to deceive. What, then, is the explanation of the mysterious visit? The cruiser, we are told, has left, but the colliers and the vessels of the Volunteer Fleet remain where they are. The Volunteer Fleet is really an arm of the Russian navy, supported and subsidised by the Russian Government, so that the Fleet is practically liable to the same treatment as Russian men-of-war. The solution of the mystery is impossible until fuller news is obtained, but it may be taken for granted that the Baltic Fleet is not likely to call at Shanghai, even although a few enthusiastic spirits might desire to pay their respects to the bold and gallant Russian Admiral. It had been believed that a couple of Japanese warships were keeping an eye on the entrance to the Yangtse, with the view of preventing the two interned Russian men-of-war, lying in the river, making a dash to the coast; but if colliers and Volunteer Fleet ships pass in and out as they please the conclusion must be that the Japanese have gone to pastures new.

Since the above was written a fuller telegram has been received from our Shanghai representative, confirming the news that the colliers are at Woosung, but the presence of the vessels there is as much of a mystery as ever. The fact that Russian cruisers have been sighted between Shanghai and Nagasaki is of supreme importance and may indicate the fact that the Baltic Fleet is proceeding to Vladivostok in sections and not in a solid mass as had previously been expected.

LOCAL AND GENERAL.

Two fatal cases of plague were reported since noon of yesterday.

KING Edward has been appointed an honorary admiral in the Spanish navy.

THE ordinary yearly meeting of shareholders in the new Amoy Dock Co. Ltd., takes place on 8th prox.

THE departure of the R.M.S. *Dufferin* from Bombay has been unavoidably postponed until the 14th June.

A SAMPAK woman was fined \$3 by Mr. G. N. Orine this morning for using her boat as an unlicensed boarding-house.

A S.O.B.ERKING to H.M.S. *Bonaventure* was this morning fined by Mr. F. A. Hatelard \$10, for assaulting an old Chinese woman, and was ordered to pay her 40 cents compensation.

It is said that what chiefly disturbs Admiral Rodjstvensky is not his imminent meeting with Admiral Togo, but the fact that the halfpenny papers have begun to call him "Roj."

HO KI, a postman, was charged before Mr. F. A. Hatelard, at the instance of the Postmaster General, with stealing two letters in the post office. Evidence of arrest was given and the case was remanded till Monday next.

A POOL, in connection with the Hongkong Volunteer Reserve Association, will be held at the King's Park Range (200 yards) to-morrow, 2 p.m. to 6 p.m., and those members who have not already shot for the Governor's Cup this month may do so.

A TIENTSIN wire of 1st inst., says the dispute over the Tientsin Championship Race culminated in a display of fist-fights between the owner of the second pony and another owner to the Tientsin Club. The Germans threaten to secede from the club.

AMATEUR BOXING MATCH IN HONGKONG.

THE FIGHT THAT FAILED.

An amateur boxing-match of an international character took place in Hongkong yesterday evening. Two old rivals, an Englishman and a Scotsman, had been nagging one another for weeks about the merits of their respective countries. Their friends egged them on, with the result it was decided that nothing but a boxing match could clear the air. Neither of the men was what could be termed a don at the gloves. Both were enthusiastic, but quiet, when it came to the time. They had signed articles, and all the preliminaries were carried out in ship-shape style. Then the backers arranged the details—the backers being, of course, a great deal more enthusiastic than the principals. But that troubled nobody, because in the sacred name of sport they were ready to enjoy the fun, and woe to the principal who in his inmost heart wished to back out. As it was, there was no desire to throw up the sponge. Cheered by the encouraging remarks of the crowd, and helped by the remembrance that they were fighting for fame and country, the two amateurs were as good an imitation of a grin as could be worked up for the moment. It was a heterogeneous gathering that followed the fighting men. It is not necessary to state definitely where the fight occurred. Suffice it to say, that a quiet secluded spot was selected by the energetic supporters. It was historic ground, where many a battle has taken place in the past. The evidence that sporting men had been there before was found in sundry betting chits which were strewn about the ground.

After numerous rocks had been heaved away, and the boxers had stripped, a halt was called. Where were the gloves? They had been carefully left behind, and the fierce fighters almost smiled. But the backers were not to be robbed of their sport. They appealed to the finer instincts of the men. They, metaphorically speaking, waved the flags of Scotland and England over the gladiators. "Let Glasgow flourish," cried one, while the other shouted "Hurrah for Manchester." At last the principals agreed to fight with their naked fists, and a timekeeper voluntarily came forward.

The word was given, and the pair of warriors hugged one another in an embrace that would have sent Roman into fits. Indeed, it was difficult to induce them to leave this loving attitude. But eventually they sprang away and lo! they slapped the innocent atmosphere. By great good luck, one man got in a body blow which made the other's wrist. He promptly laid himself flat on the green sward and began to search for blood. There was none to be seen anywhere, to his great surprise and mortification, so the fight was resumed. One man sawed the air like a carpenter out of a job; the other gripped his teeth and made sudden rushes which landed him in the middle of the audience.

Meanwhile it should be stated, the spectators comprising a host of nationalities, were rolling on the ground in uncontrollable laughter. Only one man was able to stand erect and that was the time-keeper, who had his back against a rock. He had previously carefully put the watch in his pocket, in case he might be too exact in calling the rounds.

When the Englishman gallantly advanced to the attack and in a sort of fashion sought to avenge Bannockburn, the Scotsman received the charge and said: "Well done, staggering over the rocks. But the Scotsman had really found his flounders. When six minutes had passed "time" was called, and the spectators rushed to help the gladiators. The Scotsman was bleeding from a cut on the palm of the hand of all places in the world. The other man was vaguely feeling his teeth, having apparently forgotten to count them the previous evening. After the rest, the couple of "sportsmen" again set-to, but it was in a half-hearted fashion, and when the Englishman landed one on the spleen, the Scotsman lay down and refused to rise at any price. So the Englishman was declared the victor, and received a suitable reward. The spectators gathered themselves together, one man being too weak from excessive laughter to walk alone, and the secluded dell was left to its seclusion.

HONGKONG CRICKET CLUB.

The following will represent the Club and the L.R.C. respectively in the Annual Tennis Match:—

Club:—Lieut. P. M. Heath (1st Lieut. Mahra) and Major Strickland, I.M.S.; Surgeon Ross, R.N., and Lieut. G. Carpenter, R.M.L.I.; and R. Macpherson and H. H. Phelps.

L.R.C.:—G. Hastings and R. F. G. Water; H. Hancock and A. Boyd; and H. Finckley and H. Zehrmann.

THE Rev Fr. Spada informs us that the Solemn Blessing of the new R. C. Church at Kowloon will take place on Sunday, the 28th inst. The order is as follows:—Morning service, 7.30; the ceremony of the blessing, 8.00; Solemn High Mass, Evening service, 6.00, Te Deum, followed by benediction.

PROGRAMME of music to be performed by the Band of the 129th Baluchis, on the New Parade Ground, on Monday next from 5.00 to 6.30 p.m.:

Overture..... "Elia E. Claudio"..... Mercadante
Song..... "Habanera"..... A. Massenet
Duet..... "Exultate"..... Verdi
Selection..... "Reminiscences of England"..... F. G. Sullivan
Solo..... "The Flower Song"..... C. Kiefer
Fantasia..... "Happy Days in Dixie"..... T. Blagden
God save the King.

By kind permission of Col. W. G. B. Western, C.M., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, 27th inst.:

March..... "A Frangese"..... Costa
Overture..... "Pique Dame"..... Suppe
Selection from "The Girl from Bay"..... F. G. Sullivan
Song (Cornet Solo)..... "The Blue Danube"..... Strauss
Ballet..... "The Blue Danube"..... Strauss
Serenade..... "The Blue Danube"..... Strauss
Selection from "La Pique"..... Moszkowski
Caba-Walk..... "Cotton Blossoms"..... Hall
God save the King.

HONGKONG YACHT CLUB.

At an extraordinary general meeting of the Hongkong Yacht Club held at the Hongkong Hotel last evening the following officers were elected:—

Commodore:—Hon. Mr. F. H. May.
Yacht Committee:—Commodore Dicken, R.N. Major Watkins, Messrs. Pollock, Tooker, Rouse and G. Poits.

Boat Committee:—Messrs. Gale, Ware, Carpenter, Kohler, Blason and Barlow.
General Committee:—Commodore Dicken, Major Watkins, Messrs. Ware, Gale, Blason, Pollock, Carpenter, Grouse and Rolfe.

Building sub-Committee:—Hon. Mr. F. H. May, Major Watkins, Gale, Carpenter, Rouse, and Moore.
Yachting Secretary:—Major Watkins.
Boat Secretary:—Mr. E. W. Carpenter.
Hon. Treasurer:—Mr. C. H. Blason.

THE LEVERS OF CANTON.

A NEW HOME OPENED.

"This house represents all that is good—the essence of unselfishness, and how men can help their fellow beings." These words were spoken at Canton on Monday afternoon last by Consul-General Lay in opening a home for untainted children of leper parents at the neighbouring capital. The institution is believed to be the first of its kind in China, and it is the earnest wish of the numerous workers throughout the southern provinces, and especially in Kwangtung, that the movement may spread throughout the vast Empire and thus save many a young life from the terrible scourge of the country.

For several years evangelistic work has been carried on by the Presbyterian Mission in the leper village situated about two miles outside the East gate of the city. Among the sufferers of the disease were several small children who seemed to be untainted, and the Rev. Andrew Beattie, Ph. D. who has had charge of the work, became deeply interested in the lives of the children and determined to attempt a rescue by segregation and careful oversight in a new building to be constructed for that purpose.

As the result of energetic work on the part of Dr. Beattie sympathetic friends came to his help and funds were secured to erect a building, which not only provides a comfortable home for 30 children, but includes provision for school instruction and industrial training. The building was formally opened by U.S. Consul-General Lay, who was greatly pleased to see his fine provision made for the mitigation of suffering that would otherwise have been the lot of these children. Already ten children, without a taint of leprosy, have been received from the leper village into this home, and by means of pure air, cleanly surroundings and nourishing food, there is every probability that they will escape the horrible fate of lepers. Scores of untainted children are still in the village, and these will be received into the home as funds are provided. All the work is supported by voluntary contributions and not by any mission.

Among those present at the opening ceremony on Monday last was the Hon. F. D. Cheshire, U. S. Consul-General under appointment, but temporarily associated with U. S. Consul-General Lay, in Canton. At the close of the exercising which included addresses by Dr. E. Z. Simmons and others, the large company inspected the building which is finely located on rising ground and is surrounded by a campus and enclosed by a high wall and affords every advantage for health purposes. The opening of this home is due almost entirely to the labours of Dr. Beattie, and is not only a monument to his sympathy and zeal but a consummate proof of the deep interest of many generous subscribers, Chinese and foreigner, without whose aid the building could not have been constructed.

Consul-General Lay addressed the company as follows:—Ladies and gentlemen, it is a pleasure as well as an honour to say a few words to you to commemorate the opening of this worthy institution. I am told that it is the first of its kind in China. This house represents all that is good—the essence of unselfishness and how men can help their fellow beings. It is a monument to work done by the American missionary in China towards alleviating the sufferings of the poor and helpless. It is an example of how missionaries devote their lives to those who have been borne less fortunate than ourselves, and how much they have done in China to make the lives of a number of their fellow beings happy. Some years ago, it came to the knowledge of an American missionary that the children of lepers near here were untainted with leprosy, and if these children could be separated from those infected with the disease, the lives of these children would be saved. Through the efforts of Dr. Beattie money was obtained to build the house you see here to accommodate a number of young people, and by the kindness of Mr. Andrew H. Woods they are examined periodically in order that none of them who might develop leprosy could spread the disease through the home. It is intended to enlarge this home as money is substituted, and the Chinese of means could not give their money to a more worthy object than for the enlargement and maintenance of this home, and thus follow the example of their fellow countrymen who have already subscribed. I am not here to beg, but to open this institution; which I do with a feeling of pride that it has been started by an American. I know, however, that when you all realize as I do what this institution means, that this occasion should commemorate not only the building you see to-day, but a larger one; large enough to save those little ones whose lives depend on the generosity of those who have been blessed with healthy surroundings. With these few remarks, gentlemen, on behalf of Dr. Beattie and those who have been instrumental by their work and financial aid in building it, I pronounce this institution formally opened.

We have been favoured with a copy of a photograph of the building, which shows that the children will be housed not only in a comfortable home, and pleasant surroundings, but also in a building where light and air is in no way interfered with.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

THE BALTO FLEETS.

CRUISER/ COLLIERS AND VOLUNTEER SHIPS.

OFF WOOSUNG.

[From Our Special Correspondent.]

Shanghai, 26th May,
8.20 a.m.

Five ships of the Russian Volunteer Fleet, three colliers and one three-funnelled Russian cruiser arrived off Woosung late last evening. The cruiser steamed out to sea shortly afterwards.

[The above was issued as a "special extra" at 10 a.m. to-day.—H.K.T.]

RUSSIAN COLLIERS AT WOOSUNG.

WATCHED BY CHINESE CRUISERS.

Shanghai, 26th May,
2.45 p.m.

The Russian colliers which, as I previously reported, have arrived here, are flying their national flag.

One is a tank steamer which came from Djibouti and Nossebe.

To-day, large crowds of Japanese officials and spies surrounded the vessels in steam launches.

The colliers are anchored between the forts at Woosung, and the Bell buoy.

Two Chinese cruisers, the *Haihe* and the *Haiyung* are stationed near by.

RUSSIAN CRUISERS SIGHTED.

STEAMING TOWARDS NAGASAKI.

[From Our Correspondent.]

Shanghai, 26th May,
3 p.m.

The British steamer *Ben Vorlich*, which has been chartered by the Nippon Yusen Kaisha to carry Japanese mails, reports that at 5.30 yesterday afternoon she passed two large Russian cruisers.

The warships were steaming in an easterly direction which would place them a third part on the journey to Nagasaki.

THE STEAMER "CACILIE"

OBTAINS CLEARANCE.

HOUND FOR MANILA.

[From Our Special Correspondent.]

Macao, 26th May,
11.10 a.m.

The harbour authorities here have granted clearance to the Press steamer *Cacilie*.

The papers show that the destination of the ship is Manila.

We have received from the P. and O. S. N. Co. a booklet entitled "Where to Stay," which is published by the proprietors of the Gordon Hotels in England and abroad. The brochure, which extends to over 200 pages, is a sort of travellers' *vade mecum*, giving particulars of the best hotels at all the principal health resorts in the world and it is illustrated by photograph reproductions and sketches. Hongkong is not mentioned, although Colombo and even Calcutta are included, but doubtless it was believed that the Hongkong hotels were so well known to any one who pretended to be a traveller that it was unnecessary to refer to them. The booklet is described as an official guide to the best hotels in the United Kingdom and abroad and it certainly seems to answer to that description. It is given away gratis by the Publicity Department of the "Gordon Hotels," Limited, 450 Strand, London.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Catherine Apsara*) 29th inst.
German (*Prinz Sigismund*) 29th inst.
French (*Caledonia*) 30th inst.
American (*Kauai*) 2nd prox.
Indian (*Navarino*) 5th prox.
German (*Hilfand*) 5th prox.
Canadian (*Empire of India*) 13th prox.

The M. M. Co.'s *Caledonia*, with the next French Mail, will leave Saigon on Saturday, the 27th inst., at 6 a.m., for this port.

TELEGRAMS.

[Reuter's.]

The Russian Naval Command in the Pacific.

LONDON, 24th May. Admiral Birleff has been appointed to the command of the Pacific Fleet with independent powers.

Later.

Admiral Birleff's command includes the Vladivostok and the Baltic fleets.

[According to a San Francisco wire the new admiral-in-chief is well-known to all students of naval matters and has had a stirring career in the Russian navy. He is younger than Rodjensky and is believed to be more aggressive in his plans. It has not been stated how he expects to join his command. Vladivostok will probably be his starting point.—Ed. H.K.T.]

Cotton as Contraband.

Colonial Nolan, M.P., has called attention to the *Calchas* case and asks the Government to protest against the treatment of cotton as contraband.

Execution of Grand Duke Sergius's Assassin.

Kollioff, the assassin of the Grand Duke Sergius, has been hanged.

[Nobody can imagine that Ivan Kollioff, the man who killed the Grand Duke, has not met with his deserts in the carrying out of the death sentence—a comparatively rare thing in Russia. His contention that he was not a criminal before his judges, but a prisoner taken in civil war, could not be accepted, it need scarcely be said, in any community that still professes to be working under a regular system of law. This man did his deed, and was prepared, no doubt, to take the consequences. Such a defence as he set up may be an appeal to the moral tribunals of the contemporary world and of posterity, but could have no effect against the judges of the Grand Duke's country. The man who killed M. de Plehve, it will be remembered, was not executed—the real reason for this clemency lying, according to some cynical commentators, in the receipt of threatening letters promising terrible reprisals for any attempt to carry out the sentence.—Ed. H.K.T.]

Vladivostok Invested.

The correspondent of the *Daily Telegraph* wires from Tokio that the railway is severed, and the fortress isolated.

Grant Britain and Afghanistan.

The *Times* states that a "new treaty" has been signed with Afghanistan in which the Amir for the first time is styled an independent King of the State of Afghanistan and its dependencies, and is described as His Majesty. The Amir renews the pledges and Great Britain renews her engagements.

SHIPPING TETSA.

The British steamer *Baltic* Bridge, recently in Hongkong is loading a cargo of hemp and copra at Manila for London and Marseilles. She will leave for those ports in the near future.

The American transport *Ruford*, which went ashore on a reef outside the harbour of Malabang in the Philippines on the 13th inst., has been refloated and it is expected that she will be sent to Hongkong for the necessary repairs.

The Atlantic, Gulf and Pacific Company's tug *Robert K.* sailed from Manila for Shanghai on Saturday last with the bulk *Ida de Mindanao* in tow. The latter is the last of the old Spanish gunboats which have been sold to Chinese concerns.

The s.s. *Hermann Menzel*, which arrived in port this morning, reports that when in Shanghai two German steamers were stopped when loading up a cargo of coal in bags. The names of the steamers could not be learned as the *Hermann Menzel* was on the point of sailing.

A UNIQUE SIGHT. SHIP COVERED WITH MARINE GROWTH.

A very unique sight was to be seen at the Victoria and Albert Dock at Tanjong Pagar the other morning. It will be remembered that the "storm-tossed" and dismantled German sailing ship *C. H. Wajfen* was towed into Singapore harbour a little less than two years ago after being adrift for several months. She was purchased by the Tanjong Pagar Dock Co. and since then has lain alongside the wharf at Keppel Harbour. Recently it was decided to have the vessel overhauled and made to pass a survey with a view to selling her as a coal hulk for use in a certain port. The other morning the old *C. H. Wajfen* was towed into the Albert and Victoria Dock. On the water being pumped out of the dock it was seen that the whole of the submerged portion of the hull was thickly covered with marine growth that has seldom, if even been seen in such quantity on any vessel in the Straits. The growth was nearly a foot long all round the ship and consisted of innumerable specimens of sponges, coral, barnacles and oyster shells; and streamers of sea grass covered the hull from end to end so densely that not a speck of the plates was visible. There was specimens galore to delight the heart of any naturalist. This marvellous and beautiful growth acted as a bait for fishes and large shoals of them followed the old hulk right into the dock. Most of the fish were killed by the pumps which were emptying the basin. Such a collection of marine growth is seldom seen. Malays are busily employed in scraping off these growths. When the dock is quite dry they can be picked up and examined by any one interested in them.—*Straits Times*.

THE WEATHER.

The following report is from Mr. F. G. Figs, First Assistant of the Hongkong Observatory:—On the 25th at 11.55 a.m. the barometer has risen considerably over China and NE. Japan, and fallen quickly in W. Japan.

The depression is moving NE. and approaching SW. Japan. Pressure is now relatively high over Central China.

Gradients are moderate to slight and moderate NE. winds will probably set in again over the Formosa Channel, and moderate E. winds over the N. part of the China Sea.

Forecast—moderate NE. winds; fine.

THE BALTIC FLEETS.

THE "CACILIE."

INTERVIEW WITH PRESS CORRESPONDENT.

Baron Krieglstein is the first representative of militant journalism in Germany. Up to the present time the newspapers of Berlin have been content with the news which they received of battles, by sea or land, through the press agencies, but the *Berliner Lokal-Anzeiger* has determined to inaugurate a new era in the history of German enterprise, and the appointment of Baron Krieglstein is the result. The Baron, however, has a grievance. When he bought the erstwhile famous *Wuchang* and changed her name to that of *Cacilie* the suspicious people of Shanghai at once came to the conclusion that they had a Russian spy in their midst, and not satisfied with talking about it locally they actually went the length of telegraphing the news broadcast. Baron Krieglstein is now in Hongkong, and he was very righteously indignant when he heard that he and his vessel had been described as a spy and a Russian scout respectively, especially when these rumours had been spread by his confidants. The Baron, interviewed by one of the aforesaid *confidants*, remarked that he could not understand what foundation could be established for such rumours.

"It has not been the practice of German newspapers to send special representatives to the front, and now when the *Berliner Lokal-Anzeiger* goes to the enormous expense of fitting out a boat and sending me to keep an eye on the Russian fleet, and to be present at the fight which is likely to take place between Rodjensky and Togo, I am handicapped in every way and, what is worse, by those in my own profession."

"It was reported that you were flying the French flag."

"Come and see the flag we fly. It is the German flag and there can be no mistake about it."

"What about the American journalist who was supposed to be accompanying you?"

"I received a telegram from him at the very last moment saying that he could not come. I had hoped to get a large part of the expenses shared by another representative of the English or American press but I failed, and consequently have to bear the entire cost myself."

"A question was submitted as to the probable movements of the *Cacilie*."

"I shall endeavour to locate the Russian fleet," said the Baron, "and if I am allowed I shall follow that fleet until it reaches Vladivostok or comes into conflict with the Japanese. I do not want to be found by the Japanese. If they catch me, they will take me to Japan, and good-bye to any hope of seeing the naval battle which we all expect. But if I locate the Russian fleet I am bound to see all that happens. The Russians have no base until they arrive at Vladivostok. If they make me a prisoner they will have to take me along with them. They may set a guard over the boat, but they cannot land me, so that whatever happens I must inevitably witness the naval fight, and that is what I am after. The Japanese will land me miles away from the scene of any battle and if I were captured by them or restrained from proceeding to the battleground I might as well be in Germany."

"He fact that the *Cacilie* has been painted a different colour has aroused suspicion."

"Do you think I'm a Russian spy? Don't you know that I was imprisoned by the Russians in Manchuria as a Japanese spy. I, a German, accused of being a Japanese spy. It is ridiculous, but the Russians took me for one, although I can't speak a word of Japanese. Now the Japanese take me for a Russian spy! The Baron waxed eloquent. "I am not a spy, and I am not in the pay of any Government. I am simply a newspaper correspondent."

"But about the boat?"

"Well, she has been repainted so that should we meet the fleet we shall not be mistaken for a hostile warship. She was painted grey and now she will be painted white, so that there can be no doubt as to her neutrality."

"Where do you expect to find the Russian fleet?"

"They should be somewhere in the vicinity of Hongkong now, and I will cruise around with the object of finding them if possible. But supposing they have left the coast of Hainan and made for the open sea, then I will make a dash through the Formosa Channel and catch them as they go round Japan. Of course, I am like a man in the dark. I have no news as to the whereabouts of the Russians, and I know nothing of the Japanese, if it comes to that. But I do not want it to be thought for a moment that I am a Russian spy. The Russians know that I am not a Russian spy and if it became generally believed that I was a spy Rodjensky would hear about it and perhaps come to the conclusion that because I was not a Russian spy I must be a Japanese spy."

"But how is Rodjensky to hear about it?" asked the astonished interviewer.

"Oh there are many ways. And news like that travels fast. I don't want to be thought a spy at all. I am a plain newspaper man."

The Baron throughout the interview was very hot on the subject of being considered a spy, and held that the fact of his imprisonment in Manchuria as a Japanese spy was, in itself, evidence that he was not a spy. Baron Krieglstein is a tall soldierly-looking man—a typical Togo in many respects. He was dressed in khaki, and wore heavy riding boots, or perhaps they should be called sea-boots. As he clanked along the corridor of the Hongkong Hotel one could see visions of military parades and heavy dragon regiments.

Some telegrams, which had appeared in the local press, alleging that the Baron, and his vessel, were on scouting duty for the Russians were exhibited, but the Baron vigorously denied that there was the slightest truth in

them. "Tell the people that I am not a spy," were his last words.

Writing from Macao yesterday evening, our special correspondent in that city says:—

THE STRANGE STEAMER.

The strange steamer which appeared in the roadstead at nightfall on Wednesday has not been seen again since. Her position as far as could be judged by a layman ashore would be, between Tong-ho Island and Pak-lev in the group of Ladrone Islands. (If the position given by our correspondent is correct the vessel would be lying in between nine and eleven fathoms of water. There is considerable depth of water around the islands of this group. Between Great and Little Ladrone Island, the minimum depth of water is found, the 18-fathom in the immediate vicinity being nine fathoms.—Ed. H.K.T.] I am informed on the best authority that a special lookout is now kept on the Guia Lighthouse for approaching vessels from the S.E., and the earnestness of the Portuguese Authorities that neutrality shall be strictly observed is beyond doubt. The Harbour officials have especial directions to make themselves well acquainted with the movements of every vessel from the port, and there is no question that no facility at all will be found in this port for supplies for either of the belligerents. The authorities maintain perfect watchfulness, and contraband dealers (if any be found in the Settlement) will find a tough job of it if they succeed in eluding the lynx-eyed vigilance of the officials charged with the duty of maintaining Macao's neutrality.

THE S.S. "CACILIE."

remains where she was at last report. To-day it was observed that a junk was lying alongside in starboard probably delivering the supplies mentioned yesterday for the ship's use. What she has taken barely suffices for a three days' journey for her crew of forty.

TO-DAY'S ARRIVALS.

Arrivals to-day had nothing to report. The s.s. *Macao* saw nothing on her return journey from Kwong-chow-wan. The *Hewangshan* observed nothing unusual when returning from Hongkong. About 5 p.m. a small Chinese gunboat entered the inner harbour; no report was obtained from here. She and the U.S.S. *Culler* are the only foreign gunboats in port. The Portuguese *Rio Lima* is at her anchorage.

A CORRECTION.

"For *Hitching* read *Hoching* in my telegram of 24th inst."

Captain Davies, of the s.s. *Hyson*, from Liverpool via Singapore reports that he did not see any Russian vessels off Saigon, while Captain Christensen, of the s.s. *Sidra*, from Kochin, also saw nothing of either of the belligerents, on his way down.

A British naval officer who knows the China sea well says that Makung harbour in the Pescadore Islands, between Formosa and the Chinese mainland, which the Japanese have chosen as one of their naval bases for operations against the Russian squadron commanded by Admiral Rodjensky, is an ideal base for torpedo operations. The harbour is located in the southwest part of the largest of the Pescadores, and has a safe anchorage which runs back three miles, so that it is quite sheltered even from typhoons. He thinks that the fact that the Japanese have now revealed this position indicates that they are satisfied that there is no danger of any possibility of Rodjensky's hearing of it before he arrives in the straits of Formosa, the southern entrance of which he must now be nearing.

NEUTRALITY OF SOUTHERN CHINA.

Viceroy Tsen Chun-huan (of Canton) despatched H. F. Wei Han, a holder of a metropolitan official rank, with a military officer who is conversant with international affairs as well as eight subordinates to Hoihow and Independent Department Magistrate Ting with an official who understands foreign affairs as well as four or five subordinates to Swatow to maintain the neutrality of the coast. Tsoai Liang who is a deputy of the Bureau of Foreign Affairs of Chihli has also been on the same duty. The warship *Kwangshan* has been despatched to the coast of Swatow under Commander-Hau, to maintain neutrality of that port.—*The Singapore*.

MOVEMENTS OF NEUTRAL SQUADRONS.

A large portion of the British squadron in Chinese waters, and possibly all the ships of the squadron, is expected to be in Weihaiwei by June 1. Nothing definite is yet known of the probable summer movements of the American squadron. The British and American squadrons usually head for a rendezvous during June, July and August. This program, however, has been interfered with since the commencement of the war. It was reported some days ago that the American battleship squadron might possibly come to Chefoo. This does not seem likely, as they last year abandoned summer quarters here on account of the war and will undoubtedly keep out of northern waters until the smell of powder has been entirely dissipated. The capitulation of Port Arthur does not remove the reason which kept the stars and stripes out of Chefoo. A year in 1901, says the local *News*, the presence of the Baltic squadron off the China coast evening matters up in that regard. American naval officers say that the Department insists on an absolute show of disinterestedness in the present struggle, with the emphasis on the "absolute."

WEST INDIA COMMITTEE ON SUGAR.

In their annual report the executive committee of this association say that 1904 will always be remembered by those connected with the West Indies as being the first completed year in which our sugar-producing Colonies were granted equality of opportunity in the markets of the Mother Country through the abolition of bounties, and the result, as expected, has been a general renewal of confidence in the cane sugar industry. In the early months of the year the price of sugar began to rise towards the cost of production, and it was not contemplated that it would do more than this; but in November prices rapidly advanced upon the estimates of a decrease in the beet crop of over a million tons, owing to the prolonged drought on the Continent. The opponents of the Brussels Convention eagerly seized upon the advance in price of sugar as a means for attacking the Convention though the rise was clearly due to the drought on the Continent, and not to the abolition of bounties. Indeed, there can be no doubt that the encouragement which the abolition of bounties gave to the cane sugar industry, and the largely mitigated effect of the deficiency of beet sugar, which, but for the continuance of the cane sugar industry, must have resulted in an absolute sugar famine.

THE PILOT CASE.

The case in which Captain Lawlor was prosecuted on an alleged charge of negligent navigation, whereby the s.s. *Slavonia* received certain damages when being berthed at the Kowloon Wharf on the 10th of March last, under circumstances the particulars of which have already been recorded in these columns, was resumed this afternoon before Mr. F. A. Haselard, Mr. Basil Taylor, Assistant Harbour-master, sitting as assessor.

Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the prosecution, and Mr. Wilkinson, of Messrs. Wilkinson and Grist, for the defence.

Captain Brown, wharfinger of the Hongkong and Kowloon Wharf and Godown Company, continuing his evidence, said he had taken steps to ascertain the time a steamer occupies in backing out from alongside a wharf. The most recent case he took was that of the s.s. *Bangal*, the last outward English mail. When he began to time her, she was on the north side of No. 3 Wharf, with the ebb tide. She had been fastened alongside. He timed her from the time the engines started until she was clear of the wharf. She took a minute and a half to get clear of the wharf.

Cross-examined by Mr. Wilkinson, witness said he did not notice any boats around the *Bangal*. He only paid attention to eddies in the spot where the danger is. He had never had different states of tide taken with regard to these eddies. After explaining certain technicalities witness continued, prior to the appointment of European pilots Chinese did the work, and there was no trouble. The reason he ascribed for this was that the Chinese began with very small ships, and worked up year by year to the present size.

Witness said that he was on the Board of Examiners for pilots, but he never stated that the correct answer to the question as to how to take a steamer to the wharf was to obey the injunctions of the wharfingers.

Captain Lawlor, the defendant, said that on the Sunday morning in question he was pilot on the s.s. *Slavonia*, and the captain and himself brought the ship up alongside the ends of the wharves, with her head parallel to the ends. He then said to the captain that as there were two berths vacant, one on the south side of No. 1 wharf, and one on the south side of No. 2 wharf, they should go to either of those berths, and he thought the ship had better be put in stern first on the south side of No. 2 wharf. While they were waiting the flag "N" was hoisted on the south end of No. 1 wharf, and the launch came from Captain Unsworth, who was standing on the end of that wharf, to the ship, and the Chinaman in the launch looked up to the bridge and called out as witness thought, "starboard side of No. 1 wharf." Witness then repeated this order to the captain, and the captain said "I think you must have made a mistake," and the launch man called out "port side of the wharf." Witness then asked the launchman which side he meant, and the latter replied "port side to the wharf," and the captain arranged that they should take a big sweep round to make them go port side to the wharf. They approached the wharf in the usual manner, and when within 200 feet of the wharf, Captain Unsworth, who was standing at the end of the wharf, called out through the megaphone "come right up to the wharf." A line was sent from the pilot boat to the end of the wharf, and Captain Unsworth then told them to come ahead, and get a stern line out as soon as they could. The bow-line was then shifted up the wharf, and the ship was brought abreast of her berth, and about midway from the two wharves, Captain Unsworth called out, two or three times, "hurry up and get that stern line to the wharf," and witness repeated these orders to the captain, but the ship was very slow in getting the stern line out. Had it been out quicker it would in all probability have saved the ship from the collision. He then noticed that her stern commenced to sag towards the other wharf. It was impossible to get out of the trouble by going astern, as had they done so the bow-line would have carried away, and in all probability they would have sunk some lighters. When they eventually got into their berth witness said to Captain Unsworth, "the ship should not have come in this way; she should have come in stern first because I think there is a current. Captain Unsworth replied 'I would not have taken you in stern first; there is no current—you see there is no flood tide on.'"

The case is proceeding.

STEAM WHISTLE NOISANCE.

AT CANTON.

A letter reaches us from Canton expressing the thanks of "a few residents of the Shimen" to the Commissioner of Customs who has taken action in punishing those guilty offenders of the steam whistle noise nuisance. The captain of one of the smaller river boats was recently fined \$50 for a breach of the regulations in this respect, and the writers express the hope that this may act as a warning not only to him, but to the masters of offending steam launches.

COMMERCIAL.

HANGHAI SHARE REPORT.

The following resume of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report published on the 17th May:— Besides the usual current business the demand has centred this week in Docks and Langkats. The former has risen in price for no ostensible cause, and may be traced to bullish manipulations by interested dealers, and the latter has fallen because of the smallness of the second quarter's dividend. Wharves have received a sudden impetus from investors, and the cash quotation has risen to Tls. 18 1/4 (in London the sight rate is quoted to-day 2/11/16). The 3 days' sight from Hongkong as wired is 7 1/2. Consols 102.

INSURANCES.—Fires.—Both Hongkong and

China are quiet at quotations. Marines.—Nothing has been reported locally in any of these stocks. China Traders are wanted at 57 1/2. Wharves.—Shanghai and Hongkong Wharf shares have received attention by investors at Tls. 18 1/4 and Tls. 17 1/2 for cash. For July Tls. 19 1/4 and Tls. 19 1/2 are quoted. September shares have changed hands at Tls. 19 1/4 1/2 and Tls. 19 1/2. October sales are reported sold at Tls. 19 1/4 1/2 and Tls. 19 1/2.

Shipping.—Tide-China has been dealt in at Tls. 90 cash and at Tls. 97 for June. Tug and Lighters have been looked at Tls. 18 for 'ord' and Tls. 48 1/2 for 'preference' shares.

Docks.—Notwithstanding the announcement that the Kiangnan Arsenal Dock will shortly enter into strong opposition with Faraham Boyd's bulls took charge of the market and the rates advanced by sales at Tls. 154 Tls. 156.

Tls. 158 1/2 for cash and this month's account. For June sales have been effected at Tls. 156 Tls. 157 1/2, Tls. 158 1/2 and Tls. 161. July contracts have been made at Tls. 157 1/2, Tls. 159, Tls. 160 1/2, Tls. 163 1/2, 164 1/2, 165 1/2, 166 1/2, 167 1/2, 168 1/2, 169 1/2, 170 1/2, 171 1/2, 172 1/2, 173 1/2, 174 1/2, 175 1/2, 176 1/2, 177 1/2, 178 1/2, 179 1/2, 180 1/2, 181 1/2, 182 1/2, 183 1/2, 184 1/2, 185 1/2, 186 1/2, 187 1/2, 188 1/2, 189 1/2, 190 1/2, 191 1/2, 192 1/2, 193 1/2, 194 1/2, 195 1/2, 196 1/2, 197 1/2, 198 1/2, 199 1/2, 200 1/2. To-day there are sellers all along the line at last quotation.

Land.—Shanghai have been sold at Tls. 116 and Tls. 117 1/2, and are in demand.

Cotton.—Ewos have changed ownership at Tls. 37 1/2, and Laos-Kung-Mows at Tls. 40. Nothing else has been reported.

Mining.—Chinese Engineering and Mining Co. shares have been placed at Tls. 7 1/2.

Tobacco.—For Sumatra Tls. 67 1/2 and Tls. 68 has been given. Langkats.—Before the interim dividend for the 2nd quarter of Tls. 5 only was declared as against Tls. 7 1/2 expected, shares were sold at Tls. 235 cash and the account, but afterwards sales at Tls. 217, Tls. 237 1/2, Tls. 238 1/2, Tls. 239 1/2, Tls. 240 1/2, Tls. 241 1/2, Tls. 242 1/2, Tls. 243 1/2, Tls. 244 1/2, Tls. 245 1/2, Tls. 246 1/2, Tls. 247 1/2, Tls. 248 1/2, Tls. 249 1/2, Tls. 250 1/2, Tls. 251 1/2, Tls. 252 1/2, Tls. 253 1/2, Tls. 254 1/2, Tls. 255 1/2, Tls. 256 1/2, Tls. 257 1/2, Tls. 258 1/2, Tls. 259 1/2, Tls. 260 1/2, Tls. 261 1/2, Tls. 262 1/2, Tls. 263 1/2, Tls. 264 1/2, Tls. 265 1/2, Tls. 266 1/2, Tls. 267 1/2, Tls. 268 1/2, Tls. 269 1/2, Tls. 270 1/2, Tls. 271 1/2, Tls. 272 1/2, Tls. 273 1/2, Tls. 274 1/2, Tls. 275 1/2, Tls. 276 1/2, Tls. 277 1/2, Tls. 278 1/2, Tls. 279 1/2, Tls. 280 1/2, Tls. 281 1/2, Tls. 282 1/2, Tls. 283 1/2, Tls. 284 1/2, Tls. 285 1/2, Tls. 286 1/2, Tls. 287 1/2, Tls. 288 1/2, Tls. 289 1/2, Tls. 290 1/2, Tls. 291 1/2, Tls. 292 1/2, Tls. 293 1/2, Tls. 294 1/2, Tls. 295 1/2, Tls. 296 1/2, Tls. 297 1/2, Tls. 298 1/2, Tls. 299 1/2, Tls. 300 1/2. October sales are quoted at Tls. 247 1/2, Tls. 250 1/2, 253.

H.M.P.

Writing from Manila, on 15th inst., Messrs. Warner, Barnes & Co. state:—Market has generally been down under the influence of larger receipts than generally were looked for, and the consequent dullness in consuming centers.—At the same time there is little pressure to sell on the part of dealers, who are for the most part storing arrivals for bids of P.C. 20 for current. Some small transactions have however taken place at P.C. 10.50 basis of current or say at exchange 2/0 11/16 1/2. 10 b and we close with buyers at this figure. We think the larger receipts generally due to cleaning trees that had been affected by drought, and which would otherwise have gone off.

TO-DAY'S EXCHANGE.

London—Bank T.T. 110 9/16
Do. Demand 110 1/2
Do. 4 months' sight 110 1/2
France—Bank T.T. 236
America—Bank T.T. 152
Germany—Bank T.T. 152
India T.T. 141
Do. Demand 141
Shanghai—Bank T.T. 71 1/2
Japan—Bank T.T. 92 1/2
Yokohama—Bank T.T. 92 1/2
Sovereign 10 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 1,140
Do. Old @ 1,180
Do. Older @ 1,230/250
Do. Oldest @ 1,340
Panna New @ 1,112
Do. Old @ 1,082
Do. Older @ 780/10

TO-DAY'S Advertisements.

HONGKONG HOTEL.
—MENU—
SATURDAY, MAY 27TH, 1905.
DINNER.
HORS D'OEUVRES.
Canapés de Foie Gras.
SOUP.
Potage à la Renie.
FISH.
Boiled Fish and Parsley Sauce.
ENTREES.
Salmon of Duck and Green Peas.
Ox Tongue à la Toulouse.
Macaroni au Gratin.
CURRY.
Calcutta.
JOINTS, &c.
Roast Australian Beef.
Roast Chicken and Bread Sauce.
Poiled Leg of Mutton and Capers Sauce.
Cold Rabbit Pie and Endive Salad.
SWEETS.
Caramel Pudding.
Coffee, Ice Cream and Ginger Cake.
Peach Meringue.
Topsy Cake.
DESSERT.
Coffee. Fruits. [5/5]

HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of 5% for the half year ending March 31st, 1905, has been Declared.

DIVIDEND WARRANTS will be issued on application at the Company's Office on and after SATURDAY, June 3rd, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 3rd June, both days inclusive.

Hongkong, 26th May, 1905. [5/5]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

NOTICE is hereby given that the following

SCRIP CERTIFICATES—

No. 2569 for 27 Shares Nos. 5800/24 and 3767/8 issued 4th December, 1901, in name of Mr. TUNG SHOU PANG of Hankow, and

No. 3570 for 27 Shares Nos. 1337/6, 2846/55, 3261/7, 3823/3, 4800/13 and 7460/8, issued 4th December, 1901, in name of Mr. TONG SHOU KIANG of Hankow, have been Lost, and should the same not be produced before the 10th proximo, fresh Certificates will be issued, and no transaction taking place under the said Scrip Certificates Nos. 2569 and 3570 will be recognized by the Office.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office, Limited, Hongkong, 26th May, 1905. [5/5]

Intimations.

SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS, PIANOLAS

MUSIC AND MUSICAL

INSTRUMENTS

PREVIOUS TO REMOVAL.

GUARANTEED NEW INSTRUMENTS</

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"GLAUCUS"	28th May.
GLASGOW and LIVERPOOL	"FOXTON HALL"	15th June.
GLASGOW and LIVERPOOL	"YANGTSE"	15th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	15th June.
GLASGOW and LIVERPOOL	"AJAX"	23rd June.
GLASGOW and LIVERPOOL	"ID-MENEUS"	30th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th July.
GLASGOW and LIVERPOOL	"PATROCLOS"	14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	14th July.
GLASGOW and LIVERPOOL	"PAKLING"	18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	28th July.

S.S. "Glauco" left Singapore at noon on the 23rd inst., and is due here about 28th.

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	6th June.
GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	18th July.
LONDON, AMSTERDAM & ANTWERP	"AJAX"	18th July.
LONDON, AMSTERDAM & ANTWERP	"ID-MENEUS"	18th July.
GENOA, MARSEILLES & L'POOL	"STENTOR"	20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	18th June.
	"KEEMUN"	19th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, CEBU and ILOILO	"WUHU"	27th May.
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KAIFONG"	30th "
MANILA	"KANSU"	30th "
SHANGHAI	"TEAN"	30th "
SHANGHAI	"YOHOW"	30th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"HUPPEH"	1st June.
	"CHANGSHA"	14th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th May, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th May, at Noon.
KUHL	2540	A. H. Notley	"	SATURDAY, 3rd June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd May, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Dates
"NORDPOL"	4,370	Schmidt	NEW YORK	15th June.
"INDRAWADI"	4,370	Wagner	"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 20th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schmidt	June 8th, 1905.
"NICOMEDIA"	4,370	Wagner	June 26th, "
"NUMANTIA"	4,370	Bremer	July 16th, "
"ARABIA"	4,370	Metzger	August 6th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

Tons Captain

"KWONG CHOW" 1,139 J. P. MARTIN

"KWONG TUNG" 1,138 H. W. WALKER

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LTD.,
YUEN ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

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Shipping—Steamers.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONG NAM,"

2,363 tons.

Captain H. D. Jones, will make a special trip

EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong at 9 A.M., arriving at Macao

about Noon.

From Macao from 4 P.M. to 7 P.M. to suit tide,

arriving at Hongkong about 3 hours after

departure.

FARES:

First Class, Single \$1. Return \$1

Second Class, Single \$1. Return \$1

Children under 12 half-price.

Tickets may be obtained at the Office of the

Company, 18, Bank Buildings, Queen's Road

Central (opposite the Hongkong Hotel), or on

board the Steamer.

No CHITS will be accepted, and Servants'

Passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 15th May, 1905.

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HONGKONG AVERAGE MARKET
PRICES.

Corrected 19th May, 100 lbs. per 50 lbs.

BUTCHER MEAT.

Cents.

Beef—Prime cut—Mei Lung Pa 20

" Corned—Hau Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 15

" Soup, Tong Yuk 18

" Steak—Ngau Yuk Pa 20

" " Serjoin—Ngau Lau 30

" Sausages—Ngau Yuk Chung 26

" Bullock's Brains—Know 10

" Tongue fresh—Ngau Li 50

" " Corned—Hau Ngau Li 60

" Head—Ngau Tau 60

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kio 20

" Feet—Ngau Kerk 8

" Kidneys—Ngau Yiu 11

" Tail—Ngau Mei 18

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 6

" Calves' Head and Feet—Ngau-chai-
tau-keok 80

" Mutton Chop—Yeung Pui Kwat 26

" Leg—Yeung Pei 23

" Shoulder—Yeung Shau 23

" Pigs' Chillings—Chi cheong 12

" Brains—Chi Know 12

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Tau 16

" Heart—Chi Sum 9

SEALS AND SEA ELEPHANTS.—visit these islands. There are very large deposits of guano. On Gough Island, which is about 40 square miles, the deposits are much larger proportionately. Mr. Kerry stated that the "Fandora" left England on December 17th and arrived at Tristan d'Acunha, in the middle of February. They had remarkably fine weather during the outward trip, and it was only after leaving for Gough that the weather became boisterous. This was especially noticeable off the coast of Africa, and for a couple of days a regular hurricane blew. "How did your expedition fare?" "Oh, it was very successful. I went out for the purpose of exploring these islands, and I have been very successful. I found very large deposits of guano on the various islands, and the thing that *swiles* me most is the guano, in that you have not worked long ago. The "Kerry" placed special emphasis on the fact that the guano was of exceptionally good quality. Mr. Kerry furthermore stated that he took out clothing and mails from Eog-Jang to these lonely islands.

CONFIDENTIAL

Heriot, R.W.L.L., Capt. and Mrs.
and Mrs. Mackay Watson, Mr. and Mrs.
McCras, D. W. H.
Menendez, Mrs.

* Flagship of Vice-Admiral Bayle, Co
† Flagship of Rear-Admiral de Pauque

Commander-in-Chief.
de Jonquières, Second-in-Command.

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NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel...	1,700	4	3,000	Commander Harbord	en route Weihaiwei
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	16,500	Captain C. Wyndham	Singapore
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. J. Mason O'Mahoney	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tuffnell	Shanghai
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Miri Bay
Cerberus	water tank and tug	390	—	300		Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Singapore
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Steyenson	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Rickards	Hongkong
Hermes	special service torpedo-v.	6,400	—	4,400	Captain E. F. H. Charlton	Hongkong
Rogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Miri Bay
Humber	storeship	1,640	—	800	Lieut. P. M. Riadora	Hongkong
Impregnable	cruiser, and class	3,600	8	7,000	Captain William B. Fawcner	Singapore
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander W. H. Darwall	Hongkong
Kinshasa	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Mooshon	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	Hongkong
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Miri Bay
Otter	torpedo boat destroyer	310	6	6,300	Lieut.-Commander J. Kiddle	Hongkong
Rambler	surveying-vessel	135	6	850	Commander G. E. Monro	Surveying
Rorua	river gunboat	85	2	240	Lieut.-Commander R. E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, and class	3,600	8	7,000	Captain C. H. H. Moore	Weihaiwei
Seize	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	310	6	6,300	Lieut.-Commander G. H. H. Holden	Hongkong
Tattle	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Singapore
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtze
Vengeance	battleship, 1st class	12,950	16	13,500	Rear-Admiral C. H. Adair	Singapore
Virago	torpedo boat destroyer	325	6	6,300	Lieut.-Commander Gregory	Hongkong
Watwitch	surveying ship	150	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	2	3,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Ino. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief,
† Flag of Rear-Admiral the Hon A. G. Curzon-Howe, C.B., C.M.G.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Hongkong
Avalanche	river gunboat	140	5	150	—	Haiphong
Ballonnette	river gunboat	—	—	150	—	Saigon
Caronade	river gunboat	—	—	150	—	Saigon
Casse-tête	river gunboat	140	5	150	Lieut. Hue	Saigon
Comble	gunboat	555	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
Dallas	armoured cruiser	4,500	31	9,500	Captain Allaire	Baie d'Along
Décidé	gunboat	645	10	1,000	Lieutenant L'Est	Haiphong
Descartes	cruiser	3,685	14	5,100	Commander Amet	Saigon
Estac	river gunboat	303	—	—	Lieut. Mire	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Coton	Haiphong
Fronde	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Guichen	protected cruiser	—	—	—	—	Saigon
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Corlosier	Haiphong
Javelin	destroyer	307	—	300	Commander Sagot-Duvalroux	Haiphong
Kersaint	cruiser	1,250	7	2,300	Commander Simon	Chemulpo & S'hal
Lynx	sub-marine	—	—	—	Ambruster	Saigon
Montcalm	armoured cruiser	9,700	12	19,500	Capt. Duvai	Baie d'Along
Monarque	destroyer	307	7	6,300	Lieut. Est	Baie d'Along
Oly	river gunboat	—	—	—	Lieut. Grallier	Chungking
Pelica	gunboat	—	—	—	Lieut. Lavissière	Tongku
Pluton	destroyer	307	7	6,300	Lieut. de Reinach-Werth	Baie d'Along
Protée	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Régénérée	battleship, reserve	9,437	8	6,671	Commodore C. P. M. Poidolle	Saigon
Sabre	destroyer	—	—	—	Lieut. Lebel	Haiphong
Sfax	armoured gunboat	1,796	10	1,700	Capt. Dupries	Saigon
Silly	armoured cruiser	10,014	38	20,000	Capt. Guiberteau	Baie d'Along
Surprise	gunboat	629	8	900	Lieut. Roque	Baie d'Along
Takings	river gunboat	—	—	—	—	Upper Yangtze
Takou	destroyer	350	6	—	Capt. Terquem	Saigon
Vanban	battleship, reserve	6,150	23	4,100	—	Hongkong
Vigilante	river gunboat	123	3	500	Lieut. Brugnon	Wu-chow An

* Flagship of Vice-Admiral Bayle, Commander-in-Chief.
† Flagship of Rear-Admiral de Fauque de Jonquieres, Second-in-Command.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS."

Captain Bourdon, R.M., will be despatched for
MARSEILLES on TUESDAY, the 30th
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. POLYNESIE 13th June.

S.S. CALEDONIE 27th June.

S.S. OCEANIE 11th July.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th May, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA"
Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this port
BOMBAY, on SATURDAY, the 3rd June,
at Noon, taking Passengers and Cargo, for the
above ports in connection with the Company's
S.S. India, 7,911 tons, from Colombo; Passen-
gers' accommodation in which vessel is secured
before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Egypt,
due in London on the 16th July.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 20th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Pleasant	3,753	F. G. Purinton	At June 30
Shawmut	9,506	E. V. Roberts	" July 12
Tremont	9,506	T. W. Gartick	" Aug. 8

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation for
first- and second-class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 33rd May, 1905.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents.—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 7th March, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Waiwan's Building.

Hongkong, 21st May, 1905.

THE WISE MAN
BUYS A "SINGER" IT'S TRUE
ECONOMY.

5 YEARS' GUARANTEE.

FREE INSTRUCTION.

EASY PAYMENTS.

It's something you need.

SHOW-ROOMS—1, WYNDHAM STREET,
Hongkong, 25th March, 1905.

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SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 31/12 9/16—\$25.46 for second half-year 1904	11%	\$790 London 2/9 \$37 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,730	\$150,494	\$17 for 1903	5 1/2%	\$315 buyers
China Traders' Insurance Company, Limited	74,000	\$83.33	\$15	\$950,000 \$111,002 \$362,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2%	\$60 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8%	Tls. 8 1/2
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$177,749 \$893,110 \$846,773 \$700,000 \$37,704 \$1,000,000 \$218,093 \$2,241	\$2,078,097	\$35 for 1903	5%	\$695 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$37,704	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2%	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,000,000 \$218,093 \$2,241	\$339,047	\$6 dividend & \$1 bonus for 1903	8 1/2%	\$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	11 1/2%	\$300
SHIPPING, TUG AND CARGO BOATS.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,439	\$8,312	\$1 for 1904	15%	\$214 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$500,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	18%	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$105,000 £100,000	\$26,160	\$1 for second half-year 1904	9 1/2%	\$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$105,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16—\$5.378	4 1/2%	\$124 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 £40,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	8 1/2%	Tls. 58 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,116 \$60,000	£58,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2%	23/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,893	\$1,287	(\$1.80 & b. 40 cts) for year ending 30.4.04	6 1/2%	\$37
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$130,153 Tls. 126,000 Tls. 276,079	\$21,731	\$10 for 1904	8%	\$130 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 126,000 Tls. 276,079	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11%	Tls. 30 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$22,812	Final of \$15 making \$20 for 1904	9%	\$223
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,087	\$3 for 1897		Tls. 65 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4%	Tls. 7.30 buyers G. \$174
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	5 1/2%	Tls. 7.30 buyers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$672,093	50 cents making G. \$1 for 1904		G. \$174
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	£4,029	No. 12 of 1/-=48 cents		\$34 sellers
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Frs. 250	Frs. 250	Fcs. 351,337 Fcs. 1,329,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$400
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,423 \$10,000	\$8,577	\$3.75 for 1904	11 1/2%	\$331 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$500,000 \$350,000 \$250,000	\$29,422	Final of \$2 1/2 making \$5 for 1904	4 1/2%	\$104 sellers
LANDS, HOTELS & BUILDING.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,189	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2%	\$203
Hinwah Erskine, Limited	12,000	\$100	\$100	\$60,000		\$10 div. & \$5 bonus for year-end. 30/6/04	4 1/2%	\$270 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	6 1/2%	\$21 sellers
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	5 1/2%	\$114
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000 Tls. 487,210 Tls. 59,880	Tls. 48,153	\$7 dividend	8%	Tls. 156 buyers
Shanghai and Hongkew Wharf Company	38,000	Tls. 100	Tls. 100	Tls. 99,880 \$2,100,000	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6%	Tls. 186 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,645	\$20 for 2nd half year making \$26 for 1904	6 1/2%	\$395
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,763	Tls. 18 for 1904	9 1/2%	Tls. 192 sales
HOTELS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	6 1/2%	\$34 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	4 1/2%	Tls. 140 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7%	\$145 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	9 1/2%	\$124 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,086	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	11 1/2%	Tls. 192 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$500,000	\$1,958	90 cents for 1904	7%	\$13 sales
Kowloon Land & Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2%	\$40 sellers
COTTON MILLS.								
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,466	Tls. 3 final and Tls. 2 bonus making Tls. 5 for 1904	6 1/2%	Tls. 118 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 5 for 1904	10 1/2%	Tls. 125
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 735	Final of Tls. 4 making Tls. 7 for 1904	5 1/2%	Tls. 12 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	5 1/2%	\$55 sellers
COTTON SPINNING.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	11%	Tls. 30 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3%	\$161 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3% a/c 1898		Tls. 37 1/2 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4% a/c 1898 on 6,000 shares		Tls. 45 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4% for 1897		Tls. 180
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	none	Dr. P. 2,584	\$125 for year ending 30.6.1900		\$100
Philippine Company, Limited	27,500	\$10	\$10	none		First year		\$91 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2%	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none		First year		\$125 buyers
Beil's Asbestos Asbestene Agency, Limited	8,604	12/6	12/6	none	£1,182	6d. per share for 1903	5 1/2%	\$51 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000		\$3 for 1904	8 1/2%	\$30
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,502	Final of 60 cents making \$1.80 for 1904	8 1/2%	\$21 sales
Do. (Founders)	123	\$15	\$15			None	6 1/2%	\$100
Do. (New Issue)	24,000	\$15	\$15	none	Nil.	\$1 for 1904	7 1/2%	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	Tls. 5 for 1904	7 1/2%	\$13 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	None	7 1/2%	\$10 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	80 cents for 1904	9 1/2%	\$17 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	\$1 1/2 for year ending 31.7.1903		Tls. 25 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$5		Tls. 5 for 1902	8%	\$95 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	\$5 div. and \$2 1/2 bonus for 1903	8%	\$268 sales
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,700	\$2 for 1904	7 1/2%	\$17 sellers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$200,000	\$95,054	First Year	10 1/2%	\$45
Do. (New Issue)	50,000	\$10	\$10	\$25,000	\$7,551	Final of \$1 making \$2 1/2		\$160 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$23,100 £3,000	\$7,625	1/2 div. and 2 1/2 bonus for 1903	7 1/2%	\$172 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	none	\$1,747	\$1.00 for year ending 30.4.1904	4 1/2%	\$114 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,766	50 cents for year ending 30.4.1904	7 1/2%	\$300
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$5,356	\$15 for year ending 30.11.1904	7 1/2%	\$242 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$11,137	Final of \$13 making \$17 for 1904	7%	\$152 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$299	\$10 for 1904	10 1/2%	\$17.65 sellers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500		\$1.50 for the year ended 30.9.04	6%	\$135 buyers
Kats Brothers, Limited	10,000	\$100	\$100	\$475,000	\$1,400	\$8 for 1904	7 1/2%	\$145 sales
Lane, Crawford & Co., Limited (Shanghai)	75,000	\$100	\$100	none	\$21,582	Interim of \$5		Tls. 225 sales
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